



Governor Appoints Board Members

Governor Martz appointed two new members to the Montana Aeronautics Board effective January 1, 2003. Charles "Chuck" Manning of Kalispell, aviation education representative and Lonnie Leslie of Miles City, fixed base operator representative. Reappointed to the board are John Rabenberg, Chairman, representing the general public; and Craig Denney, Secretary, commercial airline representative.

Charles "Chuck" Manning is a native Montanan, raised in the Flathead Valley where he resides with his wife Nancy. They have two sons. He received his BFA from the University of Montana and his Masters of Education from Lesley College, Cambridge, Massachusetts. Chuck teaches art and aviation in Kalispell at Flathead High School and received the Montana Art Educator of the Year Award in 1986 and was named the Montana Aviation Educator of the Year in 1997.

Chuck has served on various boards and commissions at both the State and Local levels including the Kalispell City Council, President - Kalispell City-County Planning Board, Hockaday Center for the Arts Board and President - Montana Alliance for Arts Education.

Chuck is an active pilot holding single engine land, glider and advanced ground instructor ratings. He is Past-President of the Montana Pilots' Association, Flathead Hangar and a member of the MAAA, EAA and AOPA. He is active in the backcountry/recreational airstrip efforts currently underway in Montana.

Lonnie Leslie of Miles City is a farmer and the owner and operator of LonAire Flying Service. He is married to Kathy and they have three daughters. Lonnie received



Chuck Manning

a degree in Agricultural Economics from Oklahoma State University where he started flying. He has been flying for thirty years and operating the charter service for the past five. Lonnie holds a commercial pilot's license with airplane single engine land, multi-engine land, and instrument ratings.

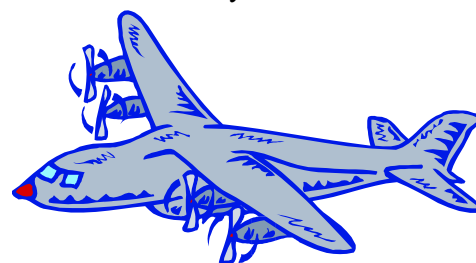
Lonnie is currently serving as MPA State President, MT Aeronautics' Search and Rescue Coordinator for District 9, and flies for AirLifeLine. He previously served as the Miles City Airport Commission Chairman and the MPA Eastern Director. He is a member of AOPA and the Twin Cessna Flyers.

In addition to welcoming it's new members to the board the Aeronautics Division gives a big thank you to JoAnn Eisenzimer, 8 year member and Bob Palmersheim, 4 year member for all their hard work and dedication. Besides the great job they did



Lonnie Leslie

on the board Bob & JoAnn were a big support to the Division throughout the years, JoAnn offering her expertise and support in aviation education and Bob as lead search coordinator for District 10, thanks so much to both of you.



Attention Pilots: The Great Falls Flight Service Station encourages pilots to listen to Security Alert Alpha (SAA). When calling 1-800-WXBRIEF, dial extension 220, listen to the alert and then advise the briefer you have Security Alert Alpha. Thanks for your cooperation.

Administrator's Column



Aeronautics Board Appointees: Congratulations to Lonnie Leslie and Chuck Manning on their recent appoints to the Montana Aeronautics Board and to Chairman John Rabenberg and Craig Denney on their re-appointments. The Aeronautics Division looks forward to working with these gentlemen during the next four years. A special thanks to JoAnn Eisenzimer who served as the education representative on the Board for the past eight years and to Bob Palmersheim, fixed base operator representative, for the past four years for their dedication and interest in Montana aviation. ➔

Homeland Security Department Transition Begins: Some "wrinkles" will need to be ironed out as the Department of Homeland Security is formed in the coming months, White House spokesman Ari Fleischer said recently as President Bush signed the legislation into law. The new department will include existing agencies with combined budgets of about \$40 billion and employ 170,000 workers. Fleischer said the process of forming the new department "will take a couple of years." He added, "No transition is perfect. It's unreasonable to expect that because a new department has been created, America will change overnight. That's not going to be the case. But America will change and America's ability to have homeland security will be improved." The Transportation Security Administration (TSA) will transition to the new department in March. The department is to be fully operational by Sept. 30, 2003. ➔

TIME Magazine pulls ad: Answering the criticism from many, including AOPA President Phil Boyer, *Time* magazine has decided it will no longer run a "house" ad that showed two general aviation aircraft tied down with a nuclear power plant in the background. The caption read, "Remember when only environmentalists would have been alarmed by this photo? Join the conversation." In a response to the many who wrote to her, *Time* magazine President Eileen Naughton said the ad was never intended to malign general aviation. "The ad was intended to illustrate how dramatically Americans' perceptions have changed since September 2001. Before that date, the juxtaposition of an airport runway and a nuclear facility would not have raised an eyebrow. But since September 11, even the most commonplace images have the power to provoke us to see things differently." "The ad was not intended to suggest that small aircraft pose a particular danger to our national security, or that a small aircraft could in any way penetrate a nuclear tower," her note continued. "*Time* regrets any inference to the contrary that may have been taken by general aviation pilots." "Out of respect for the general aviation industry, *Time* has removed this ad from its media schedule." ➔

GAO Reviews Trusted Traveler Program: A trusted traveler program that would expedite airport security screening for frequent flyers offers the potential to improve security while reducing passenger inconvenience, according to the General Accounting Office (GAO). However, several key issues need to be resolved before such a program is implemented. GAO said a trusted traveler program could prove useful as a risk management tool by providing appropriate levels of screening for passengers according to a security assessment derived from their personal background information. Issues that the federal government would have to decide before a streamlined screening program could be developed include the eligibility criteria for admission to the program; the type of background check that program applicants would have to complete successfully and the agency that would perform these checks; the screening procedures that registered travelers would be required to un-

dergo, and certain privacy and liability limits, GAO said. Decisions also need to be made on the number of travelers and airports that could be included in the program, as well as who would fund it. ➔

35,000 Prospective Pilots: Despite a flagging economy that has continued through 2002, almost 35,000 people are expected to take advantage of BE A PILOT's low-cost introductory flight lesson this year, up 6.2 percent from last year. Response to the program during the 2002 fall season was 50-70 percent higher each month compared to the post September 11 months in 2001. BE A PILOT, which offers an introductory flying lesson for \$49, has drawn 175,000 people to aviation and generated \$48.4 million in flight training revenue since its founding in 1997. ➔

Montana and the Sky
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David A. Galt, Director

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Calendar

January 16 & 17, 2003 – Aeronautics Board Loan & Grant Review – Helena. For information phone (406) 444-2506.

January 24-26, 2003 - Winter Survival Clinic - Helena. For further information phone Montana Aeronautics Division (406) 444-2506.

January 27-28, 2003 – Association of Montana Aerial Applicators Convention and Trade Show. For further information contact Shelley Peterson at (406) 962-3810 or via email at petersonsb@aol.com.

February 4, 2003 - Pilot Safety Meeting sponsored by the FAA Flight Operations at Laurel Airport, Northern Skies Aviation, 7:00 –9:00 p.m.

February 7& 8, 2003 – Flight Instructor Refresher Clinic – Helena. For further information phone Montana Aeronautics Division (406) 444-2506.

February 12, 2003 - MATA ag recertification program and annual business meeting. Holiday Inn, Billings.

February 12, 2003 - Flight Operations at the Hamilton Airport, Northstar Aviation including instrument departure procedures, 7:00 – 9:00 p.m. For further information call Jim Cooney at 1-800-457-9917 extension 22.

February 22-23, 2003 - Northwest Aviation Conference, Western Washington Fairgrounds, Puyallup, WA. Info call (866) 922-7469.

February 27 – March 1, 2003 – Montana Aviation Conference, Holiday Inn, Missoula – (800) 399-0408 or (406) 721-8550. For further information phone Montana Aeronautics Division (406) 444-2506.

A Tribute to the Forgotten Mechanic

Author Anonymous

Through the history of world aviation many names have come to the fore.... Great deeds of the past in our memory will last, as they're joined by more and more....

When man first started his labor in his quest to conquer the sky he was designer, mechanic, and pilot and he built a machine that would fly....

But somehow the order got twisted, and then in the public's eye the only man that could be seen was the man who knew how to fly....

The pilot was everyone's hero, he was brave, he was bold, he was grand, as he stood by his battered old biplane with his goggles and helmet in hand....

To be sure, these pilots all earned it, to fly you have to have guts....

And they blazed their names in the hall of fame on wings with bailing wire struts....

But for each of these flying heroes there were thousands of little renown, and these were the men who worked on the planes but kept their feet on the ground....

We all know the names of Lindbergh, and we've read of his flight to fame....

But think if you can, of his maintenance man, can you remember his name?

And think of our wartime heroes, Gabreski, Jabara, and Scott....

Can you tell me the names of their crew chiefs?

A thousand to one you cannot....

Now pilots are highly trained people, and wings are not easily won....

But without the work of the maintenance man our pilots won't march with a gun....

So when you see mighty aircraft as they mark their way through the air, the grease-stained man with the wrench in his hand is the man who put them there....

Make The Sky Your Classroom



Kate Davis and Gunnar the Gyrfalcon.

Photo by Ron Austing

As a result of the October 2002 annual Montana Educators Conference that was held in Missoula, Kate Davis executive Director of Raptors of the Rockies and Jeanne MacPherson of Montana Aeronautics, met and teamed up to produce a flight program for the Stanford School.

Have you ever watched a bird fly through the sky with the thrill of unlimited freedom and wished you could do the same? The students of Stanford from kindergarten to high school were asked this question.

Jeanne opened the program with the history of flight, going back to the mythology of Daedalus and Icarus, who plucked the feathers of birds collected bits of wax and with threads from their clothing constructed wings to fly, the first hot air balloons, gliders and then on to emergence of powered flight. Next, Kate Davis, opened boxes that housed, Miles, the Great Horned Owl, Dotcom, the Northern Pygmy Owl, Max, the Golden Eagle, Bayly, the Red-tailed Hawk and Dulce, the Peregrine Falcon. Kate first began rehabilitating orphaned and injured birds and mammals in 1973 with the Cincinnati Zoo. This was also the start of her pursuits in education, wildlife art, and taxidermy. After locating to Missoula in 1978, Kate received a degree in Zoology with honors from the University of Montana in 1982. She moved to a ranch outside of Missoula in 1988, and obtained the required federal rehabilitation, possession, eagle exhibition and falconry permits. One of the goals of Kate Davis is to educate schools and the public through the use of live birds such as eagles, hawks, falcons and owls in raptor education and wildlife art programs.

Stanford school will follow up the flight program this spring with young eagle rides conducted by Jeanne MacPherson and Mike Biggerstaff of Stanford. Kate Davis and the birds of *Raptors of the Rockies* will be featured at this year's teacher workshop held in conjunction with the Montana Aviation Conference in Missoula.

Fellow Aviators: Greetings from the Montana Pilot's Association

The Montana Pilot's Association (MPA) is a non-profit organization founded in 1939 to serve the interests and needs of general aviation in Montana. From our Constitution, "the objectives and purpose of this Association are to promote both private and commercial aviation; to protect the rights and privileges of pilots and those interested in aviation; to carry on an educational program for the benefit of the public with reference to the advantages, possibilities, and future of aviation; to promote a feeling of fraternalism among pilots of the State of Montana; to inculcate in members of the organization and pilots in general, a respect for all Federal and State regulations; to promote safety in flying; aid in search and rescue; assist in appropriate State and Local public service projects".

At present we are over 475 members doing just that. We represent 15 local hangars and there are several members at large. The State Board is comprised of the President, East and West Vice Presidents, East and West Directors, Treasurer, the immediate Past-President and the current President from each individual Hangar for a total of 22 people. There are several active committees, including the Aviation Conference, the Constitution and Procedures, Membership, the Recreational Airstrip, Scholarships and the Web Site. In addition, MPA members are represented by a member on the State Aeronautics Board and a member on the Aviation Organizations of Montana Board (AOM).

Thanks to Jeanne Mac and the Scholarship Committee the MPA will sponsor three \$500 scholarships this year. The Jr. Pilot Award is funded through Rondy, Conference and other fifty-fifty drawings, donations, and the enterprises of Bob Hollister who sells pilot supplies to MPA members. The Recreational Airstrip Scholarship, specifically for backcountry and remote training is funded by the Recreational Airstrip Committee. The Montana Pilot's Association Scholarship, this year to be funded by the Silent Auction at the Conference.

MPA provides a Web Site. Located at www.montanapilots.org it is a valuable way for members to stay informed. From the site you can check the Calendar, view the State Hangar Map, check the Hangar Reports, see the activities of the Recreational Airstrip Committee, or "subscribe" to our e-mail list to receive information directly from us. The site is constantly improving and expanding thanks to the efforts of the Web Site Committee and the original Web Site Editor John Anderson who helped us get started.

The Recreational Airstrip Committee is very active. They focus our efforts on backcountry and recreational airstrips in Montana. They have represented us very well at numerous pilot and governmental planning meetings. If you enjoy remote or backcountry flying experiences there is not a group anywhere that is doing more to protect and improve those opportunities. Other activities that we provide include, fly-ins, airport and runway maintenance, camping, flying contests, search and rescue training and just a good reason to get out and fly.

If you would like to join MPA or renew your membership please go to a local Hangar Meeting or to the Web site if there is no Hangar near you. Regular memberships are \$20.00 and an Associate (restricted to those that haven't soloed) is \$10.00. Another benefit of MPA membership is the opportunity to subscribe to the General Aviation News at the much-reduced rate of \$25.00, a savings of \$10.00. This is an excellent bi-weekly general aviation news publication and this savings alone will pay one half of a regular annual MPA Dues. Some Hangars have an additional dues structured to fund local projects and activities that you will enjoy. We very strongly encourage you to join a Hangar if possible. By joining you become a valuable part of a larger voice for aviation. We are the only state organization open to all pilots and dedicated to representing and supporting your interests. If you have any questions please do not hesitate to contact me. Be it local, state or national, **MPA is the voice of general aviation in Montana.**

Lonnie Leslie, President
(406) 232-1354
lonaire@midrivers.com

Conference Update!

Plans continue to progress for the Montana Aviation Conference being held in Missoula February 27 – March 1, 2003. Friday's luncheon will feature Lt. Robert Schultz who will keep listeners entertained with a remarkable story on how his F/A-18 flight control system failed and how he ejected at 26,000 feet while out on a training mission. Lt. Schultz, a pilot for Alaska Airlines graduated from the University of Montana in 1983. He served in the U.S. Navy flying FA-18's, with extensive international operations in the Mediterranean, Southwest Asian and Atlantic theaters. He also flies tactical reserve for the Montana Air National Guard, 120th TFS flying F-16 aircraft. Lt. Schultz's story is definitely something you won't want to miss.

I'm sure everyone is aware that Joe Glenn, has accepted a coaching position in Wyoming, but not to worry, Thursday's luncheon will feature the new, highly energetic, U of M football coach, Bobby Hauck. Bobby is formerly from Big Timber and has spent the last four years with the Washington Huskies as a safeties/special teams coach. Friday a spouse/guest program will travel to the Southgate Mall, which features over 100 top specialty stores. Friday evening's hangar/dance will be held at Northstar Aviation and will feature Missoula's big band. This is always a fun time to socialize and show off your dancing skills! Saturday's luncheon will be held in the exhibit area with thousands of dollars in door prizes to be given away. The Saturday evening closing banquet will feature speaker Colonel Richard Graham and his informative story on the SR-71 Blackbird.

Ticket's for Friday's dinner and Saturday's lunch are included with your registration; all other meal tickets must be reserved 48 hours in advance. To guarantee your spot fill out the registration form on page 5 of the newsletter. Remember those who pre-register are eligible for a special drawing to be held on Thursday. The Holiday Inn Parkside is offering a special conference rate of \$65 plus tax to make reservations phone (406) 721-8550.

Hope to see you there!!

Aeronautics Mechanics Seminar & IA Renewal

The Montana Aeronautics Division is pleased to announce the 2003 Mechanics Seminar & IA renewal will once again be held in conjunction with this year's Montana Aviation conference in Missoula.

The dates for the conference are February 27 - March 1, 2003. The Mechanics Seminar will be held on Friday February 28 and continue through Saturday March 1.

We will be offering six hours of training on Friday and a full eight hours of training on Saturday. This has worked out well in the past for those mechanics only wanting to attend on Saturday but still needing the training to update their IA for renewal.

Mechanics attending this year's seminar will be required to register for the Aviation Conference. The registration fee will be \$50.00. This allows you to attend all concurrent sessions, morning and afternoon coffee breaks with snacks, Friday evening dinner/dance and the Saturday luncheon. If only attending the 8-hour Saturday session, a \$15.00 day pass may be obtained. Make plans now to attend, to discuss and learn the latest in aircraft maintenance. To preregister fill out the registration form below.

Tentative Speakers:

Rocky Mountain Aircraft-Ron Noe; TDATA Inc.-Rick Bisson; Chadwick-Angel Colon; Aerospace Products International – Loren Lemen; Teledyne Continental Motors – Joel Wattum; Northwest Propeller-Dick Jacob; Textron Aerospace Fasteners-Tim Topolski; Engine Components Oregon-Roger Fuchs; Shell Oil Company-Paul Royko, Greg Cross; Teledyne Batteries-Dan Rankin; The Plug Guy-Frank Gurko; FAA ACO; FAA Legal; Steve Jones & Staff – Helena FSDO.

Montana Aviation Conference February 27 - March 1, 2003

Mail to:
Montana Aeronautics Division
P.O. Box 5178
Helena, MT 59604-5178

PLEASE TYPE OR PRINT

NAMES OF PARTICIPANT(S) (for name tags) _____

ADDRESS, CITY, STATE ZIP & PHONE _____

Your Organization Affiliation:
(choose one only for name tag)

MPA _____ MATA _____ MFF _____
MAMA _____ 99S _____ MAAA _____
EAA _____ AMAA _____ CAP _____
MSPA _____ OTHER _____

***Please Indicate if you will
attend the free Friday dinner/
dance and free Saturday luncheon
with number of tickets required to
assure adequate meal count.**

MAKE CHECKS PAYABLE TO:
MONTANA AERONAUTICS DIVISION

PLEASE MAKE THE FOLLOWING RESERVATIONS

NOTE: Meal tickets must be purchased 48 hours in advance.

TAKEOFF TO LANDING PACKAGE
(INCLUDES REGS. & ALL MEALS)

_____ @ \$115/PERSON \$ _____
_____ @ \$220/PERSON/SPOUSE \$ _____

-OR- REG. FEE _____ @ \$50/PERSON \$ _____
_____ @ \$80/FAMILY \$ _____
Thursday Luncheon _____ @ \$12 \$ _____
Thursday Dinner _____ @ \$25 \$ _____
Friday Luncheon _____ @ \$12 \$ _____
*Friday Dinner/Dance _____ @ FREE \$ FREE
*Saturday Luncheon _____ @ FREE \$ FREE
Saturday Banquet _____ @ \$25 \$ _____

TOTAL: \$ _____

Scholarship Opportunities

Montana is very fortunate to have many generous individuals and organizations that believe in promoting aviation by offering monetary assistance to qualified persons. The Aeronautics Division assists in administering some of these scholarships and encourages participation. The scholarships are offered to a Montanan to help defray costs of education (i.e., flight instruction, A&P, etc.) and will be presented during the 2003 Montana Aviation Conference in Missoula. Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements. Letters of application should be sent to Montana Aeronautics Division, PO Box 5178, Helena, MT 59604 or call (406) 444-2506 for further information. **Letters must be postmarked on or before January 24, 2003.**

A Love of Aviation (ALOA) Scholarship – An anonymous donor established the first \$250 scholarship in 1993 and a second donor offered another \$250 scholarship in 1997.

Aviation Appreciation Scholarship – Jeff Morrison, retired former owner of Morrison Flying Service in Helena has established the \$300 scholarship as a token of appreciation to the aviation community.

Montana Antique Aircraft Association (MAAA) Scholarship – MAAA offers this \$500 scholarship to help defray the costs of flight instruction.

Parrott Family Scholarship – The Parrott Family offers this \$1,000 scholarship to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multiengine simulator training, and the purchase of aviation related materials and related supplies.

AOM Flight Training Scholarship – AOM has established this \$500 scholarship to financially assist a student pilot in obtaining their private pilot certificate.

Montana Pilots Association Junior Pilot Award – This recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. The recipient must have soloed and be actively involved in flight training. This is a \$500 scholarship.

Montana Pilots Association Flight Training Award - This scholarship is open to a person who has a considerable interest in aviation. The \$500 scholarship is to be used for flight training.

Montana Pilots Association Mountain Flying Scholarship - This scholarship is designed for a person that has a pilot's certificate and is interested in increasing their flight knowledge with mountain flight instruction. This \$500 scholarship must be used for mountain flight instruction.

Blue Goose First Generation Flight Scholarship – This \$250 scholarship is awarded to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, someone from a non-aviation background/family.

Michael D. Ferguson (More Darn Fun) Aviation Scholarship – This scholarship was established by the Montana Aeronautics Board in honor of Mike's many years of hard work and dedication in the field of aviation.

Montana 99's Flight Scholarship – This \$300 scholarship is to be used towards earning a private pilots certificate. The applicant must be female and obtained her medical certificate and student pilot certificate. The training must be completed in Montana and the license obtained within two years. Send a one-page letter stating your reasons for wishing to be a pilot, financial need, and your financial plan for completing the rating. Also send one letter of reference and a copy of your current medical certificate.



Green in the Left Seat

By: Mike Quinn, Aviation Support Officer

As lovers of aviation, I think that we inherently have a love of travel. We are dynamic people: we have a love of motion. It could be as complex as a trans-oceanic trek, or as simple as laps in the traffic pattern – the destination matters little. What does matter is that we are moving, for in motion there is life, and aviators are motion personified.

But the fact of the matter is, is that most of the traveling public does not share this sentiment. A few weeks ago I had the opportunity to travel via the airlines – to this day still one of my favorite ways to travel. And how could it not be, not just for a lover of aviation, but for any human being? To travel by air - to be able to fly - is one of the longest running dreams of mankind. It always makes me smile, because it brings me back to the First Time.

At the ripe old age of seventeen I found myself stuffed in the vast belly of a 757. It was as if my entire life to that point had been building to that event: that once the decision had been made to take the flight, destiny had taken control. A month before the flight, the tickets had been purchased; the countdown of days had begun. A week before, we watched the weather for signs of a good trip. The day before, I packed my bags in anticipation. Hours before, we loaded the car and headed to the airport – that mystical place where man transforms himself into something more: not quite the bird romancing the sky, yet not merely the human resigned to a mundane existence on the ground. An hour before, tickets were issued and bags were checked: you have no choice now son, you must follow your luggage. Minutes before, we boarded the magical machine whirring and hissing – alive in its own right. We stowed our carry-on items, took our seats, and secured our belts. Seconds before I watched the aircraft in front of us race down the runway, as we taxied into position...

And then it was time. Turbines spooled up from a shrill scream into a deafening roar, pressing us against our seats. Down the runway we thundered, boldly announcing our intent to reject gravity through the cantankerous cacophony of kerosene combustion, drawing breaths faster and faster through the half-clenched teeth of a knowing smile, charging towards the end of the runway – the end of the earth, while the life behind seemed to blur past my mind like the water stream-

ing horizontally on my window. Then somebody in the nose pulled back on the yoke, and the mighty bird leapt into the air attaining an impossibly steep angle of climb. The gear thumped home, and the earth fell away in an almost drunken manner; my world was never again the same. “How could one *not* become completely addicted to life such as this?” I wondered. But many people have an attitude bordering on disdain for travel, and seem to positively loath travel by air. My observations of said attitudes follow.

We’ll start out in the long-term parking lot. I look at the hundred-plus yards of walking from the car to the terminal building as a chance to get a running start into the magical transformer that turns me from beast to bird. However, I witnessed several people in the parking lot looking across the distance like they were gazing across several thousand miles of barren, wombat infested arctic tundra. “Do we have to park so *far*?” I heard a woman say. Remind me - how far are you flying again today, madam?

Next, it was time for the ticket counter. I think, “Hi, nice to see you. I get to fly today – isn’t that amazing? Thanks for the tickets, and have a great day!” But Ms. Arctic Warrior started whining, “Not only do I have to show you my driver’s license, but I have to take it out of my wallet as well? Oh, the humanity! Yes, I packed my own bags, but no, I didn’t really have possession of them while I was driving to the airport. Driving with a suitcase in my lap is rather cumbersome.”

Then it was time for the newest addition to the traveling circus: security checks by the TSA. I thought it humorous, and understood that the TSA agents were only doing their job, a *very* serious one at that. I didn’t take it personally, and almost enjoyed it as it isn’t every day that I’m asked to take clothing off piece by piece. My watch set off the detector, so I had to remove it. My shoes set it off, so they were removed (pardon the stench. sir). My belt made it beep, so off it went... followed by frisking. I chose not to witness the inevitable tirade of Ms. Arctic during her search.

Next came the part that baffled me the most. After the glorious experience of take off and climb out, we leveled off at 33,000 feet. Above us and around us stretched the Azure Fields of Purification in all of their splendor. But the gentleman seated in front

of me snapped his window shade closed in anger; the glare annoyed him. How many billions of people throughout the millennia would have marveled at the view twelve inches from his ear? How many thousands had given their lives through the years perfecting flight and airframe so that he could sit comfortably in a padded seat and heated cabin at 33,000 feet? He was dancing amongst the heavens, riding along the shoulders of dreamers, and was *annoyed* at the situation? I wanted to remove my tray table and vigorously massage the back of his head with it.

Finally came the one point that makes or breaks a flight’s impression: the landing. A horrible flight followed by a smooth touchdown leaves one with a feeling of peace, while a quiet ride followed by a gear-mangling, quadruple bouncing, goat-rodeo of a landing makes one contemplate traveling by horseback instead. For me any pilot who is riding as a passenger it is a way to judge the purest skills of the person at the controls. It is the one point in a flight that truly is art, wherein the artist might show their depth. Whenever I cross the threshold as a passenger, I always think, “Show me what you’ve got, kid,” as one artist might ask for the portfolio of another. It lets me look the person in the eye as I leave the aircraft and smile, thinking, “Yes, you are a professional, and have demonstrated so. I’d fly with you anytime.” But most passengers probably think along the lines of, “Oh my gosh, we’re going to die. We’re gonna-die-gonna-die-gonna DIE!!! Oh, we lived? Great – but why is he taxiing so slowly? Doesn’t he know I’ve got a connection to make!”

I will grant you that for some, flight is a terrifying thing. To those, I can only smile with ironic sympathy. For most, however, the act of flying has become routine to the point of boredom, and these I cannot forgive. I would ask them to take a step back and remember *their* first flight. Remember the wonder. Remember the vitality of it. Behold the sky. Gaze in wonder at how the clouds look from *above*, and marvel at everything in history that it took to provide that view. Because even though I sometimes take it for granted myself being Green in the *Left* Seat, I will never stop being that awe-struck seventeen-year-old with his face pressed against the window - in the *Back* Seat.

Larry Andriesen Retires

Lawrence B. (Larry) Andriesen became Regional Administrator of the Federal Aviation Administration's (FAA) Northwest Mountain Region in October 1996. As Regional Administrator, Larry represented the FAA Administrator in the states of Washington, Oregon, Idaho, Montana, Wyoming, Utah, and Colorado. The regional program includes over 4,100 employees; nearly 1,000 staffed and unstaffed facilities, and an annual budget of nearly \$453 million. Before assuming his present position, Larry was the Deputy Regional Administrator of the Northwest Mountain Region in Seattle for 7 years. From 1977 to 1989, he was located in FAA's Southwest Region in Fort Worth, Texas, where he was the Manager and Assistant Manager of the Aircraft Certification Division (Rotorcraft Directorate), and the Assistant Manager and a Flight Test Engineer in the Engineering and Manufacturing Branch of the Flight Standards Division. He served from 1974 to 1976 as a Transport Airplane Specialist in FAA Headquarters in Washington, D.C. Earlier he was a Flight Test Engineer at the Air Force Flight Test Center, Edwards AFB, California, and with the Boeing Company in Seattle. A celebration honoring Larry's career will be held on January 16 in Renton, Washington. The Montana Aeronautics Division enjoyed a positive relationship with Larry during his tenure as Regional Administrator. Thanks for your support Larry and we wish you much happiness in your retirement.



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**HAPPY
NEW
YEAR!**



January, 2003

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